(v) effective public participation.

The main elements of the remedial action plan are setting up of institutional administrative mechanism for coordinating and monitoring the progress of implementation of AEZs and short listing of a few AEZs for special focus.

Effect of unrestricted export of iron ore

1074. DR. VIJAY MALLYA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government are aware that iron ore from India is being exported unrestrictedly, thus leading to a huge gap between demand and supply in the country;

(b) whether Government are aware that the demand for steel within the country is increasing;

(c) what steps Government are planning to take to regulate export of iron ore from the country; and

(d) if so, the time frame therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF COMMERCE, MINISTRY OF COMMERCE AND INDUSTRY (SHRI JAIRAM RAMESH): (a) The existing iron ore export policy regulates and promotes judicious use of iron ore for domestic purpose and export of surplus quantity. Even after exporting iron ore surplus after meeting domestic demand, there are still surpluses left.

(b) Yes, Sir.

(c) and (d) Government permits export of iron ore with iron content upto 64% without canalization. While export of iron ore with more than 64% iron content is canalized through MMTC Ltd., Government permits export of iron of iron ore fines with more than 64% iron content against licence by private mine owners/ leaseholders. Government has also imposed export duty on iron ore fines of iron content 62% and below @ Rs. 50 per metric tonne and on iron ore fines with iron content above 62% and on iron ore lumps @ Rs. 300 per tonne *w.e.f.* 1.3.2007.

Production of iron ore is in excess of current domestic demand. The surplus iron ore fines, produced during mining as well as sizing and calibrating of lumpy ore is being evacuated through exports as there is less demand for it from the domestic steel industry.

Effect of duty free import of vegetable oil on Indian industries

†1075. SHRI MOTILAL VORA:
SHRI SATYAVRAT CHATURVEDI:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether it is a fact that there is an import duty on raw palm oil, whereas vegetable oil imported from Sri Lanka and Nepal is completely duty free;

†Original notice of the question was received in Hindi.

(b) whether it is also a fact that some big companies manufacturing vegetable oil are setting up their manufacturing units in Sri Lanka and thus manufacturing vegetable oil by purchasing palm oil from Malaysia and thereafter exporting it to India;

(c) whether it is also a fact that due to this approximately half of the manufacturing units engaged in vegetable oil industry have been closed in the country; and

(d) if so, what steps Government have taken during the last one year to save the vegetable oil industry of the country?

THE MINISTER OF STATE IN THE DEPARTMENT OF COMMERCE, MINISTRY OF COMMERCE AND INDUSTRY (SHRI JAIRAM RAMESH): (a) Yes, Sir.

(b) to (d) All Vanaspati oil manufacturing units in Sri Lanka have to obtain licences from Board of Investment, Government of Sri Lanka, which is under the domain of Government of Sri Lanka. As far as export of duty free Vanaspati oil from Sri Lanka to India is concerned, both Government of India and Government of Sri Lanka have formulated Tariff Rate Quota (TRQ) of 2,50,000 MT per annum. This TRQ will be monitored by Director General of Foreign Trade (DGFT) as per the provisions of the Foreign Trade Policy (FTP). TRQ will also be distributed equally amongst four quarters to ensure a steady supply of vanaspati, bakery shortening and margarine. To ensure quality control of Vanaspati, it has been mandated that all imports of Vanaspati will have to adhere to the requirements of the Prevention of Food Adulteration (PFA) Act. The import of Vanaspati from Nepal has been restricted to 1 lakh MT per annum. It is incorrect to say that Vanaspati oil industry is being closed because of this reason alone. The Government has negotiated Tariff Rate Quotas (TRQs) with both countries to safeguard the interest of the domestic industry.

Increase in investment in Mumbai-Delhi corridor infrastructure project

1076. SHRI P.R .RAJAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government has increased the investment in Mumbai-Delhi corridor infrastructure project;

(b) what are the developments being envisaged through the scheme;

(c) whether any foreign countries are interested in the scheme; and

(d) the time limit of the scheme?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL POLICY AND PROMOTION, MINISTRY OF COMMERCE AND INDUSTRY (SHRI ASHWANI KUMAR): (a) The Government has recently approved 'in principle' the project outline of "Delhi-Mumbai Industrial Corridor" (DMIC) Project.

(b) The Project envisages to improve industrial infrastructure and to leverage the existing/planned projects in infrastructural sectors particularly rail and road. In the first phase, 12 industrial nodes are proposed to be developed, which would include self contained Industrial Townships with world class infrastructure, logistic hubs, reliable power, quality social infrastructure and improved connectivity.